1:Stanford U. S-4, 5 1956 AF12 North China
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III. RAILWAY TRAFFIC MANAGEMENT

• 497 The "advanced experience" of Soviet Russia in the management of railways has proved useful in the organization of railroads in Communist China. "New measures," as they are introduced in China, are simply old practices which have proved successful in Russia.

The "Yang Mao-lin loading method," sometimes called the "matched-flag loading method," seeks to increase the amount of freight handled by conserving space and efficiently packing railway cars.[14] Freight is classified according to its nature and the method of packaging. Small flags designating contents are pinned to each piece of freight; large flags with similar markings are attached to the proper freight cars. In order to facilitate handling, workmen are provided with the most efficient loading order for each car, and workmen follow these lists or diagrams in packing the freight.

Cheng Hsi-k'un, an engine driver, is credited with devising the "overhaulage system" currently used in Communist China. He managed to increase by 60 tons the haulage

14. People's Daily, Peking, May 27, 1952.

1;Stanford U. S-4; 5 1956 AF12 North China
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497 capacity of his train by accelerating and spraying sand on the rails as he approached an upgrade; to stop an over-loaded train, it was necessary to slow well in advance and twice apply the brakes.[15]

Freight trains, under the new program, are expected to cover at least 500 kilometers every 24 hours. The present program shortens the time lost in car-switching, checking and assembling trains, and loading and unloading, and increases the speed at which trains run. The so-called "Li Hsi-kuei Train Switching Method" and the "Sun Feng-chi Simultaneous Checking and Repairing Method" have been established on all national railways.

The principle of "planned transport" is to make use of all available railways facilities and to reduce the transportation of empty cars. The promulgation in 1953 of "Tentative Regulations Concerning the Regional Balancing of Production and Marketing of Coal and its Reasonable Transport" incorporates this measure.[16] The country is divided into thirteen coal-producing areas, and there are 45 state-operated and joint state-private coal mines. The distribution, supply, sale, and

15. Liberation Daily, Shanghai, July 6, 1952.
16. China Weekly, Hong Kong, Jan. 10, 1955, pp. 24-25.

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497 transport of coal are under government control. The direction of commodity flow and the regions in which commodities are to be marketed are fixed in order to avoid the waste of transportation facilities.[17] All of these measures have been enforced on the advice of Soviet technicians.

Railway freight has been re-classified into 30 categories; before the Communists assumed control, there were only five categories. Freight rates have been adjusted frequently, although in general rates are lower today. Those items of immediate value in industrial production are accorded comparatively low rates. Commodities intended for domestic consumption are charged at higher rates. Rates paid by state-controlled industrial enterprises are low; rates paid by private manufacturers are higher.[18] Lowest freight rates are charged on grain and other foodstuff. Freight rates on coal are often lower than the cost of transportation. Higher rates are charged for exceedingly long or exceedingly short hauls to discourage unnecessary use of railway facilities.[19] Passenger rates on national railways have been increased 20-30 per cent over those previously in force.

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17. Ibid.
18. Ibid., Aug. 8, 1955, p. 13.
19. Ibid., p. 14.

6:Young et. al. E-5 (1928-1929) 1930 AF12 North China AF12

area of Hopei Province, but also a very large market 438
for the distribution of manufactured commodities to 1114
the neighbouring farmers and the government em-
ployees. Towards the end of the Tsing Dynasty a [497].
railway was built connecting Peping with Kalgan
direct. Although there is a station at Ching Ho it is
some distance from the town. It is more convenient
for farmers to transport their grain and agricultural
produce directly through to Peping by the railway
than to stop at Ching Ho to market it there. Con-
sequently the grain market at West Gate of Peping
(Hsichihmen) is competing with Ching Ho, and is
threatening to take its place as the most important
grain market in this district. Some time after the [464]
revolution all the government institutions, such as
the military academy, the military factory and the
acrodrome have been suspended owing to political
disturbances, and a large number of people have been
thrown out of employment. But the disadvantages
through political disburbances have been in some
measure offset by the fact that communications by
railway were also upset, and so grain passing
through on old highway has given Ching Ho a tem-
porary opportunity of reviving its ealier prestige.
When the political situation improves it is confidently
expected that both the government institutions and
the railway will resume, and that although the posi-
tion of Ching Ho as the primary grain collecting
centre of the northwestern area will probably be im-
paired, yer its position as a distributinn centre for the
surrounding neighbourl.ood, and for the goveinment
institutions, will be strengthened.